

Amendment dated: June 17, 2008

Reply to the Office Action of December 17, 2007

AMENDMENT(S) TO THE CLAIMS

Please amend claims 1, 2, 4, 5, 11, 12, 14, 18, 25, and 27-30 as follows. This listing of claims will replace all prior versions and listings of claims in this application:

Listing of Claims:

1. (Currently amended) Spring element of claim 27 wherein the hydropneumatic strut has a hydraulic height regulator valve or a height sensor connected ~~or connectable~~ with a feedback loop, by means of which the position of the strut piston in the cylinder ~~can be~~ is adjusted or determined.

2. (Currently amended) Spring element according to claim 1 , wherein the feedback loop is a mechanical feedback loop that emits a signal ~~, exclusively or also;~~ in a strut adjustment area, which said signal is dependent on the position of the strut piston.

3. (Previously presented) Spring element according to claim 2, wherein the mechanical feedback loop emits, exclusively in the strut adjustment area, a signal dependent on the position of the strut piston, while the position of the mechanical feedback loop remains constant above and below the adjustment area.

4. (Currently amended) Spring element according to claim 1, Spring element with a hydropneumatic strut to be positioned between a bogie and a body of a rail car,

with the strut enclosing a sliding strut piston in a strut cylinder, whereby the strut piston or strut cylinder is connected with the bogie and other of the strut piston and the strut cylinder is connected with the body, and

a strut cylinder piston space is connected with a hydraulic accumulator, wherein the spring element comprises an auxiliary spring which is concentrically arranged with the strut, encloses the strut cylinder, and is preloaded by a hydraulic cylinder which is connected with the strut cylinder piston space,

wherein the hydropneumatic strut has a hydraulic height regulator valve or a height sensor connected with a feedback loop, by means of which the position of the strut piston in the cylinder is adjusted or determined,

wherein the strut piston has a lug with at least some conical sections, and the feedback loop is a mechanical feedback loop that comes into contact with the surface of the lug at least in the conical area and undergoes a deflection dependent on the position of the lug.

5. (Currently amended) Spring element according to claim 27, wherein a bore extending in a longitudinal direction of the strut cylinder is positioned in a cylinder head, and the mechanical feedback loop of a height regulator valve or a height sensor is located in a bore extending perpendicular thereto in the cylinder head.

Amendment dated: June 17, 2008

Reply to the Office Action of December 17, 2007

6. (Previously presented) Spring element according to claim 27, wherein the auxiliary spring is integrated into the strut in such a manner that the auxiliary spring does not increase the length of the strut.

7. (Previously presented) Spring element according to claim 6, wherein the auxiliary spring and the strut are arranged concentrically and that the auxiliary spring encloses the strut cylinder.

Claims 8 to 10, (Cancelled)

11. (Currently amended) Spring element according to claim 1, Spring element with a hydropneumatic strut to be positioned between a bogie and a body of a rail car, with the strut enclosing a sliding strut piston in a strut cylinder, whereby the strut piston or strut cylinder is connected with the bogie and other of the strut piston and the strut cylinder is connected with the body, and

a strut cylinder piston space is connected with a hydraulic accumulator, wherein the spring element comprises an auxiliary spring which is concentrically arranged with the strut, encloses the strut cylinder, and is preloaded by a hydraulic cylinder which is connected with the strut cylinder piston space,

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Reply to the Office Action of December 17, 2007

wherein the hydropneumatic strut has a hydraulic height regulator valve or a height sensor connected with a feedback loop, by means of which the position of the strut piston in the cylinder is adjusted or determined, and

further comprising an adjustment unit, aligned with the strut, that ~~can be~~ is height adjusted in the direction of movement of the strut and which is supported on the strut piston or strut cylinder.

12. (Currently amended) Spring element with a hydropneumatic strut to be positioned between a bogie and a body of a rail car, with the strut enclosing a sliding strut piston in a strut cylinder, whereby one of the strut piston or the strut cylinder ~~can be~~ is connected with the bogie and the other of the strut piston and strut cylinder ~~can be~~ is connected with the body, and a strut cylinder piston space is connected with a hydraulic accumulator, wherein the hydropneumatic strut has a hydraulic height regulator valve or a height sensor connected ~~or connectable~~ with a feedback loop and having a horizontally movable displacement indicator, by means of which the position of the strut piston in the strut cylinder ~~can be~~ is adjusted or determined, wherein the spring element includes an adjustment unit, aligned with the strut, that ~~can be~~ is height adjusted in the direction of movement of the strut and which is supported on the strut piston or strut cylinder, and

wherein the adjustment unit includes a hydraulic cylinder piston introduced into a hydraulic cylinder, height-adjustable in the direction of movement of the strut, and supported on the strut piston or strut cylinder.

13. (Previously presented) Spring element according to claim 12, comprising an equalizer pendulum one end of which is connected with the strut piston and the other end of which is connected with the hydraulic cylinder piston, the ends of the equalizer pendulum being spherical, to facilitate a movement of the strut crossways to the direction of movement of the strut piston and hydraulic cylinder piston.

14. (Currently amended) Spring element of claim 27 Spring element with a hydropneumatic strut to be positioned between a bogie and a body of a rail car,
with the strut enclosing a sliding strut piston in a strut cylinder, whereby the strut piston or strut cylinder is connected with the bogie and other of the strut piston and the strut cylinder is connected with the body, and

a strut cylinder piston space is connected with a hydraulic accumulator, wherein the spring element comprises an auxiliary spring which is concentrically arranged with the strut, encloses the strut cylinder, and is preloaded by a hydraulic cylinder which is connected with the strut cylinder piston space, and comprising an adjustment unit, aligned with the strut, that can be is height adjusted in the direction of movement of the strut and which is supported on a strut piston or a strut cylinder.

15. (Canceled).

16. (Withdrawn) Spring element of claim 27, characterized by the presence of another spring element that is aligned with the strut and which engages independent of the position of the strut piston.

17. (Withdrawn) Spring element according to claim 16, wherein the additional spring element is designed as a coil spring or a rubber spring.

18. (Withdrawn) Spring element according to claim 16, comprising an end-stop element designed to travel longitudinally in the direction of movement of the piston in the cylinder and by means of which the end position of the piston in the cylinder ~~can be~~ is changed.

Claims 19 to 24. (Cancelled)

25. (Withdrawn) Spring element of claim 27 comprising an end-stop element that is designed to slide longitudinally in the direction of movement of the piston and by means of which the end position of the piston in the cylinder ~~can be~~ is changed.

26. (Canceled)

27. (Currently amended) Spring element with a hydropneumatic strut to be positioned between a bogie and a body of a rail car,

with the strut enclosing a sliding strut piston in a strut cylinder, whereby the strut piston or strut cylinder ~~can be~~ is connected with the bogie and other of the strut piston and the strut cylinder is connected with the body, and

a strut cylinder piston space is connected with a hydraulic accumulator, wherein the spring element comprises an auxiliary spring which is concentrically arranged with the strut, encloses the strut cylinder, and is preloaded by a hydraulic cylinder which is connected with the strut cylinder piston space,

wherein said spring element further includes a horizontally movable displacement indicator.

28. (Currently amended) Spring element according to Claim 1, wherein said height sensor or hydraulic height regulator valve is positioned above said strut piston and in a cylinder head mounted upon said strut cylinder.

29. (Currently amended) Spring element with a hydropneumatic strut to be positioned between a bogie and a body of a rail car,
with the strut enclosing a sliding strut piston in a strut cylinder, whereby the strut piston or strut cylinder ~~can be~~ is connected with the bogie and other of the strut piston and the strut cylinder is connected with the body, and

a strut cylinder piston space is connected with a hydraulic accumulator, wherein

the spring element comprises an auxiliary spring which is concentrically arranged with the strut, encloses the strut cylinder, and is preloaded by a hydraulic cylinder which is connected with the strut cylinder piston space,

wherein the hydropneumatic strut has a hydraulic height regulator valve or a height sensor connected ~~or connectable~~ with a feedback loop, by means of which the position of the strut piston in the hydraulic cylinder ~~can be~~ is adjusted or determined

wherein said height sensor or hydraulic height regulator valve is positioned above said piston and in a cylinder head mounted upon said strut cylinder, and

wherein said height sensor or hydraulic height regulator valve comprises a displacement indicator arranged therein to be movable substantially horizontally.

30. (Currently amended) Spring element according to Claim 29, wherein said strut cylinder head comprises an upwardly-extending bore and said strut piston comprises a lug extending upwardly therefrom and having a conically-tapering upward end arranged to be movably mounted within said bore,

such that during operation, said displacement indicator calipers a surface of said conically-tapering end of said lug.